

THE PRINCE OF WALES.

His Royal and Imperial Highness
in England.

A MAGNIFICENT RECEPTION.

The Serapis Conveyed to Port by a
Squadron of Iron-Clads.

"WELCOME HOME."

Benedict's Hymn Rendered by
Two Hundred Voices.

LONDON IN ALL ITS GLORY.

Recognizing Old Acquaintances and
Saluted by the Populace.Received by His Mother, His Wife
and His Children.

SKETCH OF THE TOUR IN INDIA.

[SPECIAL DESPATCH TO THE HERALD BY CABLE.]
LONDON, May 11, 1876.

His Royal Highness the Prince of Wales arrived in England, from India, to-day, having come by way of Gibraltar, Madrid and Lisbon. He left Lisbon on the 8th inst. and landed at Portsmouth, from Her Majesty's war ship Serapis, Hon. Henry Carr Glynn, R. N., Commander, which was placed at his service when he set out on his tour.

The Serapis, together with the royal yacht Osborne and the steam frigate Raleigh, passed Hurst Castle at ten minutes to eleven o'clock in the morning.

THE PRINCESS GOES OUT TO MEET HIM.

The yacht Alberta, on board of which was the Princess of Wales and the royal children, met the Prince in the Solent, and all the vessels proceeded to Portsmouth, where a landing was effected and a public reception given to the Prince.

AN ENTHUSIASTIC RECEPTION.

His reception was grandly enthusiastic at Portsmouth and in London. Tens of thousands of people assembled on Southsea Common to witness the spectacle of his landing.

A MAGNIFICENT CONVOY.

The Serapis was conveyed to port by the splendid iron-clad Sultan, Warrior and Hector, which fired salutes in his honor.

THE WELCOME.

The Prince, on landing, received a cordial welcome from the Mayor and Corporation of Portsmouth.

THE HYMN.

The musical arrangements on the occasion were very imposing. Sir Julius Benedict had written a national song, with chorus, entitled

"WELCOME HOME."

It was performed under the leadership of the distinguished composer. The solos were sung by an amateur poet, Mr. C. E. McChesney, and the chorus was rendered by a choir of 300 voices. A grand march, entitled "Hail to Our Prince," had been written expressly for the occasion by Mr. J. Winterbottom, the conductor of the Royal Marine Artillery Band, and was performed by a full orchestra under the direction of the composer. A spacious orchestra had been erected in the Dockyard for the accommodation of the vocalists and military bands.

IN THE STREETS.

The streets through which the cortege drove were lined with soldiers, who presented arms as the Prince passed. There were thousands and thousands of spectators.

THE SCHOOL CHILDREN.

Seven thousand school children paraded. The Corporation of Portsmouth gave to each of them a medal commemorative of the event of the return of the Prince.

Such were the chief features of His Royal Highness' reception at Portsmouth.

IN LONDON—A MILLION OF PEOPLE OUT.

A million of Londoners had gathered in the streets before five o'clock in the afternoon awaiting the Prince's arrival.

THE ROUTE.

The route of the Prince's cortege was from the Victoria Railway station to Grosvenor place, through Piccadilly, St. James' street, Pall Mall and Marlborough Gate to Buckingham Palace.

HIS MOTHER, WIFE AND CHILDREN.

At Buckingham Palace Her Majesty the Queen received the Prince before his going to his home at Marlborough House.

AT HOME.

The Prince arrived home at Marlborough House at half-past seven o'clock in the evening. In the carriage were the Princess of Wales and two of the Prince's children.

HIS APPEARANCE.

The Prince is slightly bronzed by the sea and sun, but he looked very well.

RECOGNITION OF OLD FRIENDS.

When passing through the streets of London he bowed to the people and was continually recognizing his old acquaintances as they saluted him from the windows of the various clubs.

THE PEOPLE JOYOUS.

The dwellings and places of business in the streets through which he travelled were picturesquely decorated with flags and banners. The balconies were filled with ladies waving handkerchiefs.

Fleet street was deserted.

PROUD OF THE PRINCE HUNTER.

The welcome in the metropolis was indeed intensely enthusiastic. The Londoners are proud of the Prince of Wales, who returns to them with all the fame of his elephant and tiger hunting exploits full upon him, besides a halo of the mysterious splendors of the Orient which it is pleasant for Englishmen to think of.

DETAILS OF THE ROYAL TOUR—A RETROSPECT.

Now that His Royal Highness the Prince of Wales has landed safely in England, and saluted by the people and the greetings of the metropolis, it is a somewhat curious to look back to the ghastly forebodings of the pessimists, who, when the voyage to India was first proposed, were inclined to predict certain assassination. And yet, how enormous the event has shown their forecast to have been. For months the Prince has mingled freely with the native potentates of the East, both of the British and of the

independent rulers. He has shared in their sports and pastimes and sat among them at their own tables as guest. He has constantly been in their midst displaying to one and all that urbanity and thoughtful politeness which is so characteristic of him. No doubt he has been carefully watched over and guarded, every human procession, of course, was taken against treachery, yet the military guard was almost invariably comparatively slight, and on many occasions would have been totally inadequate as a means of protection had unfortunate circumstances rendered such means necessary. There have been a hundred opportunities for the swift and easy use of the assassin's knife; for the most be borne in mind that against the blade of the Oriental fanatic there is absolutely no certain protection. His victim once selected, the fanatic's whole mind, his whole life is devoted to the accomplishment of his task, and sooner or later his moment must come. The patience with which such a man, heaven inspired avenger, as he generally considers himself, will wait for his opportunity is incredible save to those who understand the Oriental character. The thought of his own immediate ending death as the consequence of his deed in nowise deters the murderer. He cares nothing for his own life so long as he makes sure of taking that of his victim. This was exemplified in the case of Lord Mayo at the time of his disastrous visit of inspection to the Andaman Islands, in the Bay of Bengal, the penal settlement for Indian criminals. One of the convicts had made a vow to kill the first prominent white man who should happen to come there. Unfortunately for himself and for his country

was that man. Armed with a knife, the assassin waited in the deepening twilight of evening behind a rock, sprang like a tiger on the Viceroy's back as he passed, surrounded by his suite, and stabbed him with the rapidity of lightning. Having thus performed his vow, the murderer never even attempted to escape and remained to the last perfectly indifferent to his fate, having, as he thought, earned a blessed immortality by the destruction of one of a hated and alien race. It may be imagined, then, what risks the Prince of Wales must have run. If a Viceroy had been so easily destroyed, what an object for destruction must have been the "Shah-zada," the heir of the Empire of Hindostan. The prophets of evil, indeed, thought, and with apparent reason, that from the moment every military station and fort in India threatened a simultaneous royal salute upon his arrival, the Prince would carry his life in his hand. So far, however, from his life ever having been attempted, the native population, high and low, of all castes, have evinced the utmost enthusiasm and loyalty in greeting him.

A GREAT CHANGE.

This must be regarded as one of the most extraordinary circumstances connected with the history of British rule in India, and as an exemplification of the great change which can be wrought in a subject people in the short space of twenty years by the exercise of that judicious clemency and forbearance which has increasingly characterized the conduct of the rulers of the Indian peninsula since the terrible lesson taught them by the mutiny of 1857.

THE PRINCE'S VISIT TO THE MUTINY.

While upon this subject it is interesting to narrate a story told by an old Anglo-Indian officer while in conversation upon the Prince's tour. This officer was an intimate friend of Scindia. Speaking about the disappearance of the teeming millions of the native population and the handful of Europeans who control their destinies, Scindia remarked to the officer:—"Ah, yes! I have often had in my mind a little calculation upon this disproportion, and according to my estimate, if all the Europeans (Europeans) in India were cooked and served up on toast we natives should not be any means have a mouthful each!"—a cannibalistic method of calculation which was eminently expressive of the existing state of things. But, of course, the officer could only laugh and acquiesce!

THE MODERN EVIL.

When the history of the "Victorian age" comes to be written by the chroniclers of the future, this

ROYAL PROGRESS.

for such it was, through the lands east of the great Moral, will figure conspicuously in the history of the British Oriental Empire. The whole journey, although the sporting element was largely predominant throughout, has been one continuous series of magnificent pageants, receptions and fetes, with which the West cannot vie.

LANDING AT BOMBAY.

On the 8th of November, 1875, amid the greatest excitement of the inhabitants, the news of the arrival of the Prince in the great commercial port of Hindostan was telegraphed to every station and fort in India, and the length and breadth of the peninsula echoed with a simultaneous cannonade of welcome.

HELENASTA.

one of the wonders of the Indian world, woke up a new sensation. The fleet of the West invaded the solemn mystery and the rock-cut temples of pagan superstition surrounded with the laughter of an alien race. Champagne corks popped under the very nose of the grand and majestic triform figure of the supreme god of the Hindoo. The sacred and mysterious

TOWER OF SILENCE.

also knew an unaccustomed presence, and the Prince witnessed the dead carried to its platform and laid out, the unrelenting prey of the carrion birds, before whose attacks the last semblance of humanity soon vanished.

AT BARODA.

the recent scene of British interference and bungling, His Royal Highness met with a magnificent reception from the young Guicowar who has succeeded, under English auspices, to the throne recently occupied by the gentleman who developed such a startling propensity for secret poisoning. The wild

SCENES OF THE ARKNA.

the struggle of belief with beast and the putting of the superior skill of mankind against brute force were here displayed to the Prince, and sporting excursions, among them being a certain Scotch divine, who could not reconcile with his ideas of setting a good example to the poor heathen the attendance of the Prince at such exhibitions. No doubt much of the severest gentleman's choler arose from the popular ideas as to these dances, which, in common with other half-civilized people, he had imbibed from pictures and poetry descriptive of Eastern life. No doubt such persons imagine that the Indian girls go through all kinds of fascinating and alluring movements, attired in the scantiest possible raiment. It would surprise them to see for themselves how very much mistaken they are. The dances are "slow" in both senses of the word, being indeed nothing but a mere graceless shuffling about the floor in a manner certainly not reconciling poetry with motion; while, as for clothing, these Eastern ballet girls are literally wrapped up from the crown of the head to the ankles, so that even their lady's style of dancing must entail in that climate no little discomfort. An evening paper at the time, sarcastically and humorously, invited the reverend gentleman's attention to the poor heathen the attendance of the Prince at such exhibitions.

ALL POWERFUL.

Sir Jung Bahadur, on taking leave of His Royal Highness, asked the interpreter to tell him that "from now and forever all have his—our men, our money, our lives." Oriental hyperbole and loyalty are probably equally mixed in this remarkable declaration, but the words were ready to sum up, in brief, the results of a visit, which, in its satisfactory features, has far transcended the expectation of even the most sanguine Englishman.

THE PRINCE'S RETURN—AT MALTA.

The Prince of Wales having bid farewell to his friends in India embarked on board the Serapis at Bombay on the 13th of March, and sailed immediately for the port of home. He landed at Alexandria, Egypt, and was received by the Khedive, and from thence went to Malta, Gibraltar, France, Spain and Portugal, embarking, as stated in our special telegram from Lisbon, for England. His Royal Highness enjoyed a grand reception from King Alfonso in Madrid.

THE GREATEST TRAVELLER OF THE DAY.

The Prince has in seventeen weeks traversed 7,000 miles of land, 2,500 of ocean, seen more of the country than any other man living, and knows more chiefs than all the Viceroys and Governors together.

SUICIDE OF AN OLD BOSTON EXPRESSMAN.

BOSTON, May 10, 1876.

Mr. Nathaniel S. Little, a man about forty-seven years of age, who has been employed as money delivery messenger of the American Express Company in this city for twenty years, committed suicide in the bath room connected with the Quincy House barber shop, about noon to-day, by taking sulphuric ether. It appears that he asked for a bath and was given a tub. He locked the door, removed his clothing and took a fatal dose of ether.

FLIGHT OF A DEFAULTER.

CINCINNATI, May 11, 1876.

City Collector George Von Hollen left this city last night for Europe, via Canada. He has confessed to friends that he is a defaulter in the sum of \$100,000, and this confession is verified by an examination of his accounts. A great deal of this money has been used to pay gambling debts, which, it is said, he was constantly contracting.

MORMON MURDERERS BAILED.

SALT LAKE CITY, U. T., May 11, 1876.

In the Mountain Meadows massacre case, at Beaver, Judge Foreman to-day admitted Lee to bail in \$10,000 and Daine in \$20,000. The case was continued until the first Monday in August.

grand, stately chiefs making oblations, the roll of the drum, the blare of the trumpets and the clang and outburst of stringed instruments. Masters of lance, falchion and shield, fenced in by this extraordinary pageantry, stood or squatted motionless."

AGRA.

with its matchless mausoleum, was lingered over long, as may be imagined, and here the Prince Louis Battenberg (of whom we heard rumors as the proposed suitor of the Princess Beatrice), broke his collar bone, and at Jeyapore the Prince, from the safe cover of a hunting lodge, killed

HIS FIRST TIGER.

the inaugurating the numerous sporting exploits which, from this point to the end of his journey, occupied almost his entire attention.

THE TRIAL OF NEPAL.

This region harbors not only feline tigers, but occasionally human beasts of prey. There is no doubt that the arch-fend Nana Sahib, after the mutiny, found here a safe asylum until his days were ended. It was the natural place of refuge of crime and rebellion during the dreadful days of the mutiny, although the chief enemies to be feared there now are fever and cholera. Into this region, however, the Prince, ardent sportsman that he is, penetrated and was rewarded by some of

THE FINEST SPORT.

it has ever fallen to hunters' lot to enjoy, so far at least as the quantity is concerned, but the sportsman of Bombay, who are accustomed to "walk up" tigers as in England men do partridges, look down upon shooting from the comparatively safe position of the elephant's back.

A NEW HINDOO DEITY.

An amusing incident connected with the sporting feats of the illustrious Nimrod occurred in Ceylon, where an elephant camp was established for the hunting of this "big game." The Prince very speedily won the regard of the Cingalese as a sportsman, for he has the keen eye and sure hand of a crack shot, but this was not enough for the native mind. Before the hunting excursion was well over rumors spread throughout the population that the "Shah-zada" was gifted with supernatural powers. A glance of his eye was sufficient to lay out dead any animal upon which it was directed, or, according to another version, which will feature of the forest instantly lost their savage nature and became tame and docile the moment they came near the Shah-zada's person. This

ORPHANS.

needed not to produce much to conquer the hearts of the forest; they were awed and subdued by the mere existence of the divinity that heaped in the royal person. THE KILPAT.

But this is not all. The Prince had killed an immense elephant; but when the hunters ran up toward the place where it had fallen, lo and behold! there was no sign of the carcass. The jungle was beaten down by the huge feet of the monster, but the monster had disappeared. The priests only could solve this startling problem, and to their priests the natives went. The solution was easy.

THE GREAT GOD.

the great god, had contemplated with his three eyes the deed, and with his five heads had held council with himself and his two great brothers, Brahma and Vishnu. They had come to the conclusion that it would be an outrage to all the principles of the Pantheon to permit an animal slain by such illustrious hands to undergo the indignity of skinning, and it was resolved, *sem. com.*, to transport the

HAPPY ELPHANT.

skin and all, to heaven. It follows, of course, that if such honors were accorded to the slain still greater must be given to the slayer, and of course the future Emperor of Hindostan will be elevated to the Pantheon, to take his place with the three great gods, and no doubt his translated victim will be destined, in the celestial region, to carry upon his back his illustrious immolator!

THE ROYAL MESSENGER.

The Prince is bringing back with him a perfect menagerie of the fauna of India, containing, it is said, nearly 150 mammals and birds, among them four elephants, five tigers, two bears, seven deer, and a very fine series of Himalayan pheasants. Among the rarer animals are the Indian manie and the Himalayan chamois, neither of which have before been introduced into England. Workmen have for some time been employed in the Zoological Gardens in the Regent Park, building a large temporary house and yard for the reception of the royal collection, which, although "fais la loi" is not to be found in it, will be in the aggregate a "lion" of the London season.

KAUTCH GIRLS.

The witnessing by the Prince in the course of his tour of the performances of the Indian nautch girls, the ladies of the Eastern ballet, you may remember, excited the ire of a certain Scotch divine, who could not reconcile with his ideas of setting a good example to the poor heathen the attendance of the Prince at such exhibitions. No doubt much of the severest gentleman's choler arose from the popular ideas as to these dances, which, in common with other half-civilized people, he had imbibed from pictures and poetry descriptive of Eastern life. No doubt such persons imagine that the Indian girls go through all kinds of fascinating and alluring movements, attired in the scantiest possible raiment. It would surprise them to see for themselves how very much mistaken they are. The dances are "slow" in both senses of the word, being indeed nothing but a mere graceless shuffling about the floor in a manner certainly not reconciling poetry with motion; while, as for clothing, these Eastern ballet girls are literally wrapped up from the crown of the head to the ankles, so that even their lady's style of dancing must entail in that climate no little discomfort. An evening paper at the time, sarcastically and humorously, invited the reverend gentleman's attention to the poor heathen the attendance of the Prince at such exhibitions.

KAUTCH GIRLS OF SCOTCH.

and points out that he would note several curious differences between the ballet of India and that, for instance, of any London theatre. Firstly, he would have ample opportunity of observing the different color of the skin of the Western nautch girls; and, secondly, he could note the fact that, unlike their Eastern rivals, the ballet girls of civilized regions do lift their feet lightly!

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LONDON CABS.

A Perfect System and Cheap Fares
in the English Capital.A Drive of Two Miles for
Twenty-Five Cents.

FIFTY CENTS AN HOUR.

Admirable Regulations and Strict
Police Management.

HINTS FOR NEW YORK "CABBIES."

LONDON, April 25, 1876.

Fifty years ago, in 1826, London was considered so vast a place as to be a wonder of the world. The population was then about 1,000,000. What are now the aristocratic mansions of Belgrave, the wealthy merchants' quays of Tyburnia, Trafalgar square and the sumptuous clubs of Pall Mall and St. James were then marshes, market gardens, meadows or outlying farms and "rookeries" of the metropolis. The continuous growth and expansion in all directions of the city, far beyond the old walls of London and the limits of Westminster, and the absorption of many of the suburban towns and villages, naturally produced a demand for greater locomotive facilities, the demand keeping pace year by year with the gradual increase of the metropolis. Thus a history of public vehicles of London and the passenger traffic of its streets forms an important corollary to the latter history of the place itself. I say the "latter" history, for, previous to the Elizabethan age Londoners of the wealthier classes rode on horseback, or went by boat up and down what was then the silvery Thames to their destination, while the poorer classes trudged through the mire streets. But at the period which I have chosen for the commencement of this

BRIEF HISTORY OF THE LONDON CAB.

Stephenson had mildly suggested that a train on rails might safely be propelled by steam at a rate of twenty miles an hour, and would make its way notwithstanding the obstructive "coo;" and rapid locomotion was beginning to be felt as one of the necessities of the day. Yet people turned from horse, from horse and rail, and railroad, projects with scorn, preferring to point with complacency to His Majesty's mail, perfectly appointed drivers and guards in scarlet and gold, and spanking teams of bob-tailed horses, as the perfection of locomotion. And, indeed, to do the age justice, His Majesty's mail coaches were far from undeserving of this pride as they assembled every evening in front of the General Post Office to receive the few passengers and the limited correspondence of the day. People in those days were not often in a hurry, and when they were were not particular as to the mode of conveyance. The "hackney carriage," however, made its appearance in obedience to the want of the population, the name being derived, it is said, from

THE STRUCTURE OF HACKNEY.

once a fashionable resort of the Londoners. This vehicle was generally a second-hand, patched-up outcast from the coach house of some nobleman or even once bore upon its panels the royal arms. The drivers of these vehicles were called "jervies," and were chiefly distinguished, as we may learn from the satires of the time, by their bery appearance and the myriad dotted capes of their top coats. The race is not yet extinct. But London outgrew the hackney coach and its John Jervy. Better locomotion was still the cry. One Bell met the demand by inventing a one-horse vehicle, a kind of hooded chaise, to which he adapted the French name "cabriolet," speedily contracted by John Bull into "cab." Quite unlike the modern "four-wheeler" and "hansom" were these early cabs. At first the driver sat inside along with his fare; but this arrangement not proving satisfactory John was subsequently ousted and placed in a little perch at the right of the vehicle, thus making room for two persons inside. Then came an omnibus-like contrivance, which was entered at the back, the two persons facing each other and the driver in front. The driver's seat of the four-wheeled cab was the "brougham," from which are descended the 4,361

"LOWRERS" or "LOWRERS."

which ply in the metropolis. Fifty years ago Birmingham and Liverpool possessed certain street vehicles called one-horse cabs; but until 1837 the private one-horse covered carriage named after Lord Brougham was quite unknown. Rapidly extending its use over the whole of civilized Europe, the brougham soon found its way into the streets as a public conveyance and gave the death blow to the old pair-horse coaches. The chief function of the four-wheeler is the conveyance of ladies and families to and from the railway stations. The uncomplimentary epithets by which this useful adjunct of modern locomotion have been greeted have arisen from the dreadful rattling of its windows and the funeral pace at which it travels, drawn by its one sorry nag. The roof can be utilized for the baggage and impediments of travellers, which are kept in place by iron rails, which can be raised for the purpose, but lie flat when not required. There is much room for improvement in the "four-wheeler," it is ill constructed, rickety, and in its internal arrangements very far from perfect.

Having traced the descent of the four-wheeler, we will now proceed to do the same with regard to the hansom, which takes its name from the inventor of the light two-wheeled carriage now in use, the most popular vehicle in London. The idea is said to have come originally from Naples, although there can be no doubt that the credit is due to Ireland for having taught us by her jaunting cars what a single horse can do when attached to a light, well arranged, well balanced vehicle. The class of Londoners which makes use of hansom was amusingly described some years ago in a well known periodical:—

There is a very large class of riding London which, while not sufficiently rich to keep its private carriage, holds amiable converse in contempt and scorn, and as the Hobnob end of Chancery lane, flinging themselves into hansom and being whirled off to Guildhall or Westminster; to it belong newspaper reporters, with their notebooks in their broad pockets hurrying up from Parliament debates to their offices, there to turn their mystic hieroglyphics into sonorous phrases; to it belong stock brokers having "time bargains" to transact, editors hunting up "copy" from recalcitrant contributors, artists hurrying to be in time with their pictures for the staid exhibition gallery porter across the yard, and, pointing to the clock, says, "It's struck;" young gentlemen going to or coming from Greenwiche, and all people who have to catch trains and keep appointments or do anything by a certain specified time, and who, following the grand governing law of human nature, have in old ladies' phraseology, "driven over the top of the clock." To such people a hansom cab is a primary matter of faith.

As we have thus briefly glanced at the origin and history of the two kinds of vehicles known as "four-wheeler" and "hansom," I will proceed to the more technical and important points of the subject, and endeavor first to explain the Parliamentary regulations which control

THE WORKING OF THE CAB SYSTEM

of the metropolis. Cabs, in all their relations, are under the immediate superintendence of the Commissioner of Police, to whom is intrusted the carrying out and enforcing of the provisions of the two acts of Parliament entitled "The Metropolitan Streets Act" and "The Public Carriage Act."

For the convenience and safety of passengers and of the general public the former of these acts contains the following directions as to the lighting of cabs and the indications by which it may be known whether the vehicle is fit for use:—

During such portion of time between sunset and sunrise as may be fixed by the Commissioner of Police of the metropolis from time to time no driver of any hackney carriage shall be permitted to ply for hire, or to carry passengers, unless he shall have provided with at least one lamp properly trimmed and lighted, to be fixed outside the carriage in such manner and position as may be directed by the Commissioner of Police of the metropolis.

Any driver plying for hire in contravention of this enactment shall be liable to each offence to a penalty not exceeding forty shillings (\$10).

The portion of time so fixed by the said Commissioner shall be made known by notice posted up at every standing for hackney carriages in such conspicuous position as may be directed by the said Commissioner, but in any proceedings for enforcing the foregoing regulation as to the lighting of cabs the indications by which it may be known whether the vehicle is fit for use:—

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